



## **Request for City Council Committee Action From the Department of Public Works**

**Date:** July 29, 2003  
**To:** Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee  
**Referral to:** Honorable Barb Johnson, Chair Ways & Means Committee  
**Subject:** **3 Recommendations for the Richfield Road Project:**  
    **1) Final Layout Approval,**  
    **2) Enter into a Cooperative Agreement, and**  
    **3) Resolution Holding State of Minnesota Harmless**

### **Recommendation:**

1. Approve final layout #2, reconstruction of West 39<sup>th</sup> Street from Sheridan Avenue South to Richfield Road and Richfield Road from West 39<sup>th</sup> Street to West 36<sup>th</sup> Street.
2. Authorization to enter into an agreement with the Minnesota Department of Transportation for Phase I Archeology and Architectural Survey along West 39<sup>th</sup> Street from Sheridan Avenue South to Richfield Road and Richfield Road from West 39<sup>th</sup> Street to West 36<sup>th</sup> Street.
3. Passage of the accompanying Resolution holding harmless the State of Minnesota from actions that may arise from granting of a variance that would permit the reconstruction of West 39<sup>th</sup> Street between Sheridan Avenue South and Richfield Road and Richfield Road between West 39<sup>th</sup> Street and West 36<sup>th</sup> Street with a horizontal curve design speeds of 26 mph rather than the 30 mph required by the Rules.

### **Previous Directives:**

- August 2001 Community Development – (Resolution 2001R-371) Committee recommends that the proper City officers be authorized to submit a series of applications for federal Transportation Equity Action the 21<sup>st</sup> Century (TEA –21) funds passed through the state for the projects as listed below in the amounts indicated, and that the local funds be committed per federal requirement to support the approved TEA-21 projects.
- December 2002 W&M – (Resolution 2002R-476) Adopting the 2003 – 2007 Five Year Capital Program.
- March 25, 2003 T&PW – (Resolution 2003R-123) Approval of layout #1, passage and summary publication of resolution for acceptance of Park Board consent to build a public street on Park Board property, and authorize staff to negotiate with private property owners to require easements if necessary.
- April 22, 2003 T&PW – (Resolution 2003R-190) Directing the City Engineer to proceed with a formal request for a variance from State Aid for a horizontal curve on Richfield Road at the intersection of West 39<sup>th</sup> Street.

**Prepared by:** Lisa Cerney, Engineering Services, 673- 3061  
Meseret Wolana, Engineering Services, 673-3527

### **Approved by:**

**Presenters:** Klara A. Fabry, P.E., City Engineer, Director of Public Works  
Lisa Cerney, P.E., Project Engineer, Engineering Services  
Meseret Wolana, Project Engineer, Engineering Services

**Financial Impact** (Check those that apply)

☒ No financial impact - or - Action is within current department budget.  
(If checked, go directly to Background/Supporting Information)

☐ Action requires an appropriation increase to the Capital Budget

☐ Action requires an appropriation increase to the Operating Budget

☐ Action provides increased revenue for appropriation increase

☐ Action requires use of contingency or reserves

☐ Other financial impact (Explain):

☐ Request provided to the Budget Office when provided to the Committee Coordinator

**Background/Supporting Information:**

Richfield Road is a Municipal State Aid (MSA 201) Route designated in 1996 as part of a jurisdiction roadway exchange with Hennepin County. Previous to this exchange, this roadway was a parkway and a County State Aid Highway. Because this roadway was under numerous agencies' jurisdiction that often lacked maintenance funds, it was not maintained. The winter of 1996-1997 was severe and caused significant break up of the Richfield Road/East Lake Calhoun Boulevard from William Berry Parkway to W. 36<sup>th</sup> Street. Public Works (Street Maintenance) have received many requests from citizens to repair this roadway. In addition, The Minneapolis Park Board has requested that the Department of Public Works repair this segment of roadway because it forms an integral link in their Park system of roads. The existing roadway carries two traffic lanes with one lane (16 ft) each direction and no parking lanes. The segment is 0.58 miles with existing ADT of 7,600 and a future ADT of 8,000 on West 39<sup>th</sup> Street and Richfield Road between Sheridan Avenue South and William Berry Parkway and an existing ADT of 13,100 and a future ADT estimated at 14,500 on Richfield Road between William Berry Parkway and West 36<sup>th</sup> Street. The roadway was last constructed in 1962. The curb and gutter is either broken or non-existing. The roadway itself has many potholes and cracks and storm drain is undersized or not present. It is essential to construct this roadway because it is a highly traveled commuter route and an important link from the Chain of Lakes to downtown Minneapolis.

**1) Layout Approval**

This layout went to the neighborhood July 16<sup>th</sup>. (Please see attached layout). We discussed the project goals to improve the road condition and other infrastructure and incorporate the Bicycle Master Plan. We walked through the scope of work which includes removing the existing roadway, new storm drain facilities, upgrading traffic signals and a new roadway surface. The proposed roadway will carry two way vehicle traffic (one lane in each direction). There is also the addition of a two-way bike lane (one lane each direction) between William Berry Parkway and West 36<sup>th</sup> Street. In addition, we shared the funding, schedule, Metro Transit discussed bus operations and Park Board gave an overview from the Park perspective. The group approved the layout.

**2) Authorization to enter into an agreement with the Minnesota Department of Transportation for Phase I Archeology and Architectural Survey:**

Reconstruction of West 39<sup>th</sup> Street between Sheridan Avenue South and Richfield Road and Richfield Road between West 39<sup>th</sup> Street and West 36<sup>th</sup> Street is scheduled for construction in 2004 and is being coordinated with Minnesota Department of Transportation.

Cc: Council Member Barret Lane, Ward 13  
Council Member Dan Niziolek, Ward 10